

New Portion of the Specification

(replaces pages 1 to 3 of the original specification)

Anti-Skid Spike

The invention relates to an anti-skid spike which can be inserted into an embedding opening in a tread surface, for example of a tire, having an insertion element made of a hard alloy and a base body with a flange and a recess for the insertion element, wherein the insertion element inserted into the base body protrudes past the base body.

An anti-skid spike of this type is known from FR 2 775 934 A. There, the insertion element made of a hard alloy has been inserted into a receiver element consisting of a softer material, wherein the unit of receiver element and insertion element is then inserted into the recess of the base body. The insertion element must be held in a positively and non- positively connected manner, and it is moreover necessary for the receiver element to also be fixed in place in the base body. Only in this way is it possible to assure that the connection between the three elements is unequivocally fixed in place. This is not always assured, in particular if the insertion element has a cone-shaped section.

The three-piece anti-skid spikes in accordance with DE 21 17 151 A and WO 02/070287A1 have the same disadvantages.

It is the object of the invention to create an anti- skid spike of the type mentioned at the outset wherein the fixation in place of the insertion element in the base body is achieved with improved holding.

In accordance with the invention, this object is attained in that the base body forms a receiver section which extends at least in part around the recess in the base body, and that a sleeve element is applied on the receiver section, which fixes the insertion element inserted into the recess of the base body in it in a positive and non-positive manner.

The insertion element can be easily inserted into the base body. Then the sleeve element is applied to the receiver section of the base body, wherein the dimensions of the sleeve element determine the application force, and therefore also the hold of the insertion element in the recess of the base body. In spite of this the sleeve element is easily accessible and can be pressed on the receiver section of the base body.

As is customary, in this arrangement the base body takes on the task of holding the insertion element. In this case the base body can be designed in respect to the selection of its material and/or functioning in such a way that a good fixation in place of the insertion element results. The sleeve element fixes the connection between the base body and the insertion element. It is possible by means of this to establish a

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stable connection of the total system. If it is desired, it is also possible to match the sleeve element in respect to its material properties to the wear properties of the entire system. It is possible, for example, for the base body to be made of a more easily wearing material. The total system can be provided with the required wear properties by means of the sleeve element made of a more wear-resistant material.

If appropriately laid out, the sleeve element can stabilize the base body against lateral bending, so that materials other than those used up to now, and possibly also more cost-effective ones, can be used for the base body.